OREGON TRAFFIC CONTROL DEVICES COMMITTEE

2017 ANNUAL REPORT SUMMARY

January 1, 2017 – December 31, 2017

Committee composition at the beginning of the year consisted of Julia Uravich, Chair, Marion County; Pam O’Brien, Vice Chair, DKS Associates; Bob Pappe, Secretary, ODOT State Traffic Engineer; Brian Barnett, City of Springfield; Mike Caccavano, City of Redmond; Ed Chastain, Lane County; Patrick Huskey, OSP; Joseph Marek, Clackamas County; Jeff Wise, ODOT Region 5

Membership Changes

✓ Julia Uravich, Marion County, was elected chair for 2017 in January of 2017.

✓ Pam O’Brien, DKS Associates, was elected vice chair for 2017 in January of 2017.

✓ Patrick Huskey, OSP, was appointed by the Oregon State Police in January of 2017 due to the transfer of Jeff Lewis.

✓ Darrin Lane, Linn County, was appointed by the Association of Oregon Counties to a three year term in October, 2017 at the end of the term of Ed Chastain, Lane County.

✓ Brian Barnett, City of Springfield, was elected as OTCDC Chair for 2018 at the November 2017 meeting.

✓ Joseph Marek, Clackamas County, was elected as OTCDC Vice Chair for 2018 at the November 2017 meeting.

✓ Mike Caccavano, City of Redmond, reached the end of his term as a League of Oregon Cities member. Replacement by Janet Hruby from the City of Bend is pending.

Traffic Control Device Decisions, Discussions and Recommendations

✓ Heard a request for Committee’s recommendation on ODOT Request to FHWA for the optional use of intersection bicycle boxes for all jurisdictions in Oregon following FHWA’s October 2016 Interim Approval. The Committee voted in favor of this further request for statewide approval.

✓ Heard an update in considerable detail on the progress towards an upgrade of the Advanced Transportation Control System.

✓ Heard a detailed report on development of performance measures for installation of ATC controller system in Lincoln City, Oregon. This project marked ODOT’s first deployment of Automated Traffic Signal Performance Measures (ATSPM), a technology that provides continuous performance monitoring at signalized intersections.
 Heard an extensive **ADA Update**, subsequent to ODOT settling the ADA lawsuit and ODOT’s plans for moving forward in satisfying the settlement agreement as a part of current and ongoing operations. This extended into the Traffic Control Plans Unit’s involvement as part of the settlement.

 Approved an **altered design** of the “Bicycles KEEP LEFT (RIGHT)” sign – changing the arrow to point down and to the left (right), rather than up and an increased sign size to 15” x 24” for increased legibility/visibility.

 Heard a **report** on the relatively recent history of school zones/school speed zones in Oregon.

 Were **updated** on the process underway to determine whether truck speed limits should be raised to 60 MPH where the limit for other vehicles is 65 MPH.

 Were **presented** a brief update on activity at the most recent NCUTCD meeting. It was held **1/4-6/2017** in Arlington, Virginia.

 Were presented a proposed **new sign**, WAIT FOR FLAGGER. The sign would be used in conjunction with flagging operations where pedestrians must cross live traffic lanes to access a temporary pedestrian access route (TPAR). The committee approved adding new Sign No. CR4-23 to the **Sign Policy and Guidelines** with the additional symbol for bikes.

 Approved the 2017 revised **Traffic Signal Policy and Guidelines**.

 Reviewed a **draft memo** to FHWA requesting interim approval for all jurisdictions in Oregon to have the option to use two-stage bike turn boxes subsequent to FHWA’s interim approval for those who apply issued on July 7, 2017. Voted to approve pursuing the interim approval for Oregon.

 Heard a **report** on the NCUTCD/AASHTO SCOTE **6/28-30/2017** meeting in Pittsburgh, Pennsylvania.

 Were presented with two ODOT Highway Division Maintenance Leadership Team Operational Notices - **MG 144-03** and **MG 100 thru 107** in relationship to the ADA settlement. These were updated in response to the settlement. It gives ODOT a tool to differentiate between when and where the responsibility to do curb work in the process of doing maintenance work on state highways.

 Agreed to form a subcommittee to look at possibility for another level of school zones other than 20 MPH for higher speed facilities and the possibility to look at the 85th percentile speed in the front of schools.

 Were **presented** an update to ODOT’s Advanced Transportation Controller (ATC) Transition Plan. Project goals were discussed. The expiration of the NWS Voyage contract has required the adopting the ATC as standard by 2018 as a replacement. An update to MaxTime (2.0) is expected before the ATC controller deployment gets too far along. A pilot project is underway to test the MaxTime 2.0 roll-out. This will progress into the Fall of 2018.